PAPERS LAID ON THE TABLE— contd.

Notifications of the Ministries of Finance (Department of Revenue) and related paper.

THE DEPUTY CHAIRMAN: Now supplementary list of business, papers to be laid on the Table by Shri Janardhan Poojari.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHAN POOJARI): Madam, I beg to lay on the Table a copy each (in English and Hindi) of the following Notifications of the Ministry of Finance (Department of Revenue) together with Explanatory Memoranda thereon:—

(i) Notification No. 186/85-Central Excise dated the 22nd August, 1985 amending Notification No. 123/81-Central Excise dated the 2nd June, 1981 so as to provide that the goods manufactured by Hundred per cent Export Oriented Undertakings and supplied to ONGC projects in India against global tenders shall be exempt from the whole of the duty of excise, subject to the conditions specified.

(ii) Notification Nos. 187/85-Central Excises and 188/85-Central Excises, dated the 22nd August, 1985, seeking to provide excise duty exemption on excess production of sugar produced in a factory during the period between 1st October 1985 and 30th November, 1985.

SHRI R. RAMAKRISHNAN: Madam, as Mr. Advani pointed out it should have been circulated in advance before laying any papers on the Table.

THE DEPUTY CHAIRMAN: It has been circulated.

STATEMENT BY MINISTERS— contd.

II Re. Withdrawal of amount from the Contingency Fund of India for setting up of rail coach factory—Kapurthala, (Punjab)

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Madam Deputy Chairman, in order to meet the shortage of coaching stock on the Indian Railway, it is proposed to set up a second coach factory in Punjab at Hussainpur near Kapurthala with a capacity for manufacture of 1000 coaches per annum.

Keeping in view the urgency of this work and also to avail of the working season of the current year, this work is proposed to be taken up out of turn during the current year by withdrawing an amount from the Contingency Fund of India, as this constitutes 'New Service'.

In terms of recommendation No. 1.10 of the Committee on Papers laid on the Table (4th Report of the Sixth Lok Sabha), the following details are furnished to the House.

Sl. No.	Particulars of work	Anticipated cost	Expected outlay for 1985-86	Amount withdrawn from the Contingency Fund of India
1	Setting up of rail coach factory-Kapurthala (Punjab)	Rs Cap 180 crores	Rs. 5.0 crores	Rs. 0.05 crore

The money so withdrawn from the Contingency Fund of India will be recouped through Supplementary Demands for Grants which I shall be submitting to the Parliament during the next Session.

SHRI R. RAMAKRISHNAN (Tamil Nadu): Madam Deputy Chairman, I welcome the statement of the Minister and also because he has come forward with what has been announced earlier for setting up a Coach Factory at Kapurthala. Madam, there was a demand that the second Coach factory, in lieu of the infrastructure which is already available in Madras and in Tamil Nadu, should be set up at Tiruchirapalli. However, the Committee went into this and the Government, for reasons best known to them, have chosen to give it to Punjab, Madam, particularly after the Accord in Punjab, no doubt, some succour has to be given to Punjab. I do not have anything against it but at the same time, the Government also announced that the Coach Factory at Madras will be increased to thousand coaches and this will be taken up in a phased manner as early as possible I would like a categorical assurance from the Minister on this occasion to see that this expansion plan goes ahead immediately. Earlier also, Tamil Nadu has lost two-three big railway projects. One went to Bangalore and then Carriage Workshop went to Tirupati and other States. While I do not have anything to say about the shares of other States, I would very much like that the Integral Coach Factory which is a real specimen and example for the whole world to see, even as the necessary impetus to the railway production in India, Tamil Nadu should be kept in mind particularly in view of the technical and semi-technical personnel available and the good infrastructure there.

SHRI SUSHIL CHAND MOHUNTA (Haryana): Madam Deputy Chairman, this rail coach factory was originally to be started in Haryana and it is only as a result of this Punjab Accord that it has been shifted to Kapurthala. I have no objection on that point. It may be done. But I am only asking one question: Are you going to compensate Haryana by taking away this factory? Are you gong to compensate Haryana by putting up some new factory over there because after all, our State also needs improvement. I have no quarrel on this point that for the sacrifices of the people of Punjab, if Punjab Accord could have been reached on account of this, I am happy over it. But in any case, kindly compensate Haryana also once you have taken it away from Haryana.

श्री प्यारेलाल खंडेलवाल (मध्य प्रदेश): जहां तक कपूरथला में रेलवे कोच फैक्टरी लगाने का सवाल है उसमें मुझ कोई आपत्ति नहीं है। परन्तु मैं माननीय रेल मंत्री जी का ध्यान इस ओर दिलाना चाहता हूं कि भोपाल में कोच रिपेयरिंग फैक्टरी लगाने की बात बहुत पहले, जब श्री केदार पांडे जी रेल मंत्री थे, तब उसका शिलान्यास हुआ था। बार-बार सरकार को यह बात याद दिलाई गई लेकिन हमेशा यह कह कर टाल दिया गया कि धन का अभाव है। इसी कारण भोपाल में रेल कोच रिपेयरिंग फैक्टरी नहीं बन सकी। अभी सिर्फ जमीन लेने का काम हुआ है। आगे की कार्यवाही नहीं हुई है। मैं यह मांग करता हूं कि सरकार भोपाल में कोच रिपेयरिंग फक्टरी का निर्माण जल्दी शुरू करे।

दूसरी बात मुझे इसी सन्दर्भ में यह कहनी है कि कपूरथला में रेल कोच फैक्टरी बनाने की घोषणा करने के दूसरे दिन ही पंजाब में चुनाव की घोषणा हुई है। मुझे लगता है कि इस अवसर के साथ दूसरे ही दिन इस प्रकार चुनाव की घोषणा करना उपयुक्त नहीं था।

श्री सत्य प्रकाश मालवीय (उत्तर प्रदेश): पंजाब में कोच फैक्टरी खुले, बहुत जल्दी खुले यह हम सब चाहते हैं। लेकिन हमारी उत्तर प्रदेश सरकार ने 1979, 1982, 1983 में बराबर केन्द्रीय सरकार को सुझाव दिया कि इलाहाबाद या गोरखपुर में कोच फैक्टरी खोली जानी चाहिए।

उपसभापति : मैं एक बात कहना चाहती हूं कि आप पंजाब के ऊपर पूछिये अगर इस तरह से पूछेंगे तो पूरे देश के बारे में सभी सदस्य पूछने लगेंगे।

श्री सत्य प्रकाश मालवीय : 1982 में योजना आयोग ने यह स्वीकार किया कि यहां पर रेल के डिब्बों का कारखाना खुलना चाहिए । लेकिन उसके बाद जब यहां पर अतारांकित प्रश्न 871 हुआ तो मैसर्स रेल इण्डिया टक्नीकल एण्ड इकोनोमिक सर्विसेज द्वारा सवक्षण कराया गया

6 P.M. और इस संबंध में 22 अगस्त, 1985 को एक प्रश्न के उत्तर में मंत्री महोदय ने जवाब दिया था । मैं चाहता हूं कि उत्तर प्रदेश में एक रेल के डिब्बे बनाने का कारखाना खुले, जसा कि उत्तर प्रदेश सरकार ने सुझाव दिया है। सन् 1979 और 1982 में प्लानिंग कमीशन ने इसकी स्वीकृति भी दी थी । मेरा निवेदन है कि उत्तर प्रदेश में इस प्रकार का कारखाना खुले और वह इलाहाबाद में खुले ।

उपसभापति : मेरा माननीय सदस्यों से निवेदन है कि जो स्टेटमेंट दिया गया है उसी विषय तक अपने को सीमित रखें । पूरे हिन्दुस्तान में कारखाने खोलने की बात कहेंगे तो फिर मुश्किल हो जाएगा। The clarifications should be on Punjab, not anything else.

श्री सत्य प्रकाश मालवीय : प्लानिंग कमीशन ने उत्तर प्रदेश में कारखाना खोलने की बात स्वीकार की है । लेकिन आपने 23 तारीख को पंजाब में कारखाना खोलने की घोषणा कर दी... **(व्यवधान)** किसी प्रदेश की सरकार ने यह सुझाव नहीं दिया था ।

श्री सत्यपाल मलिक : इनका मतलब यह है कि उत्तर प्रदेश में नहीं तो पंजाब में भी न हो । ।

श्री सत्य प्रकाश मालवीय : मैंने यह कहा है कि किसी प्रदेश ने यह मांग नहीं की है। मैंने पंजाब का विरोध नहीं किया है ।

SHRI VISHVAJIT PRITHVIJIT SINGH (Maharashtra): Madam Deputy Chairman, we are all very grateful to the hon. Minister for announcing . . .

SHRI N.K.P. SALVE (Maharashtra): I thought you are from Maharashtra.

SHRI VISHVAJIT PRITHVIJIT SINGH: I am from Maharashtra. But this factory is going to produce coaches which are going to be used all over the country, Mr. Salve. They will not just be used in any particular State.

SHRI N.K.P. SALVE: Madam, this has been kept secret all this while.

THE DEPUTY CHAIRMAN: What is the secret? I want to share it.

SHRI VISHVAJIT PRITHVIJIT SINGH: There is no secret ,Madam. My question to the hon. Minister is this: he has said that the total cost of this project is going to be Rs. 180 crores and he has said that he has allocated for this particular factory Rs. 5 crores for this particular year. Our experience of the Railway Ministry in the past is not very salutary. We find that projects of hundreds of crores of rupees are there with very meagre allocations. Though the allocation for this particular year is Rs. 5 crores, I anticipate that in future it will increase. I have an apprehension: I do not want that this allocation should decrease every year to three crores, two crores and one crore of rupees. When do we expect the factory to be up? I would like to know from the Minister what is the phased programme which he has made and what is going to be the future allocation for this? By when does he expect the factory to be complete and running with full employment given to all the people who are supposed to be employed in this factory and full benefits accruing to the country with the coaches being put to use?

SHRI N.K.P. SALVE: It is not Rs. 5 crores; it is Rs. 5 lakhs. You have not heard him.

SHRI MADHAVRAO SCINDIA: Madam . . .

THE DEPUTY CHAIRMAN: Let one more bogie come; the engine can come a little later. Shri Hanumanthappa.

SHRI H. HANUMANTHAPPA (Karnataka): Madam, I take this opportunity to thank the Minister of State for Railways, Shri Madhavrao Scindia for coming out with this statement in pursuance of the promise made by the hon. Prime Minister to the people of Punjab. Unfortunately my friends from the Opposition want to draw inferences and link it to the elections. If our friends from the Opposition link developmental works with elections and start casting aspersions on developmental works also, it will be very difficult for any Government to function. At least they should be in a position to appreciate that some good work is being done. But unfortunately they want to politicise every issue—why this was started on this day, why we are doing it now and so on.

श्री राम चन्द्र विकल (उत्तर प्रदेश) : माननीया, मेरा नाम भी बोलने वालों में है ।

उपसभापति : मैंने आपका नाम पुकारा था, लेकिन आपने सुना ही नहीं है । अभी उनको बोलने दीजिए ।

SHRI MADHAVRAO SCINDIA: Madam . . .

THE DEPUTY CHAIRMAN: He has not finished yet.

SHRI MADHAVRAO SCINDIA: Madam, I seek your protection. These five hon. lady Members are harassing me.

THE DEPUTY CHAIRMAN: I would request the hon. lady Members to go back to their seats.

SHRI H. HANUMANTHAPPA (Karnataka): Fortunately a lady Member is in the Chair.

THE DEPUTY CHAIRMAN: I think because of the lady Members the Minister wants to run his train faster.

SHRI H. HANUMANTHAPPA: Only the other day while discussing the Railway Amendment Bill I said that the regional imbalances should be taken note of in starting projects. Exactly in pursuance of the same the Minister of State has come before Parliament today to fulfil my demand, particularly in respect of Punjab. Unfortunately our senior Minister said there are no regional imbalances in railways. But I am thankful to the Minister of State for Railways and the honourable Prime Minister who have recognised the regional imbalances. The honourable Prime Minister promised to the country that we are going to start one more project in Punjab which deserves a place on the railway map. In fulfilment of that promise of the Prime Minister the Minister of State for Railways has come before Parliament. And I want to tell him that Parliament is generous enough to accept his project and we compliment him, congratulate him and permit him to withdraw the funds. But I would request him similarly whatever just and reasonable projects are there for other regions—there are some more projects which he has to think of—he should come before Parliament as early as possible. I do not want to repeat those things. But he can come and seek the sanction of Parliament. I once again support Mr. Vishvajit Prithvijit Singh in his demand for allotment of funds. These railway projects have larger outlays but smaller allotments and it takes years and decades before they can come up really. Therefore, let us hope at least this project will not take decades but would get greater allotments and be completed in a short time.

श्री राम चन्द्र विकल : मेरा नाम भी है ।

उपसभापति : आप पैट्रोलियम पर बोल लीजिए ।

श्री राम चन्द्र विकल : मैंने आपकी आवाज नहीं सुनी, क्या करूं । मैं इस पर बोलना चाहता हूं ।

उपसभापति : बोलिये ।

श्री रामचन्द्र विकल : मैं इस बात के लिये मंत्री जी को धन्यवाद देता हूं जो उन्होंने इस कारखाने की घोषणा की। इसके लिये मैं प्रधान मंत्री जी का भी हार्दिक धन्यवाद करता हूं। यहां पर कुछ लोग कह रहे है दूसरे प्रान्तों की बात। यह सत्य है कि पंजाब के किसानों की जमीन जायेगी और रेल के डिब्बे सारे देश में और ज्यादा तैयार होंगे तो विदेशों में भी जायेंगे किसी भी प्रान्त में इसको बनाने से कोई ऐसा फर्क नहीं पड़ता। साथ ही मैं यह जरूर कहना चाहूंगा कि कारखाने की घोषणा चुनाव के वजह से नहीं हुई है। इसके बारे में तो प्रधान मंत्री ने बहुत पहले घोषणा कर ली थी। इसका उद्घाटन जरूर अभी हुआ है। जिन लोगों को चुनाव सूझा करता है उनको मैं यह बताना चाहता हूं। लेकिन मैं रेल मंत्री एवं प्रधान मंत्री से इतना जरूर चाहूंगा कि जो कारखाने लगाये जा रहे हैं, रेल की पटरी और रेल के डिब्बे बनाने के, उसमें कार्य तेज से हो इतना ही मेरा नम्र निवेदन है।

SHRI MADHAVRAO SCINDIA: Madam Deputy Chairman. Shri Ramakrishnan asked about the ICF's capacity being increased. It is being increased from 750 at present to about 1,000 in another two-three years' time. As regards this being an election so as somebody made out, Mr. Vikal has drawn the attention of the House that the decision to locate a coach factory in Punjab had been announced many months ago and this is merely in continuation of that that the foundation—laying ceremony took place. Mr. Vishvajit Singh has raised the point of allotment of Rs. 5 crores. This is an allotment at present of Rs. 5 lakhs. Later on through supplementary demands it would be Rs. 5 crores and the real work will start once the Punjab Government gives us the land. The land is yet to be acquired. Our clock will start ticking the moment land is made available to us . . .

SHRI VISHVAJIT PRITHVIJIT SINGH: They have already given the land.

SHRI MADHAVRAO SCINDIA: No, not yet. It has not been handed over to us. I would really request the honourable Member to add his weight in the right place. . . .

THE DEPUTY CHAIRMAN: I thought you were suggesting to him to drop weight.

SHRI MADHAVRAO SCINDIA: Madam, I would have been open to misunderstanding. Madam, our clock will start ticking once the land is given to us and, as my senior colleague has said at Kapurthala and in many other public forums, it will be completed in 24 months' time. But again I would stress on the fact that our clock will start ticking once the land is handed over to us.

SHRI VISHVAJIT PRITHVIJIT SINGH: I think it is suitable.

SHRI MADHAVRAO SCINDIA: I think, Mr. Singh, you know that terrain very well having been originally in Kapurthala before defecting to Maharashtra. Therefore, I think we could possibly get some more enlightenment from you on that matter. In the end, Madam, I would like to thank the honourable Members . . .

श्री सुशील चन्द महन्त : हमारे प्रश्नों का जवाब नहीं दिया है। हमने कहा था कि ओरिजनली हरियाणा में लगाने के लिए घोषणा की गई थी फिर इसको शिफ्ट कर दिया गया क्या इसके लिए हरियाणा को आप कम्पनसेट करेंगे या नहीं करेंगे?

SHRI MADHAVRAO SCINDIA: Madam, at present there is no proposal to start any coach factory and the question of compensation to the other States does not arise. We are all part of this sovereign country of India and, therefore, we all share in its development, in its economic development,

and in the benefits of the coach factory wherever it may be located. I would just like to thank the honourable Members. Madam, it is a luxury which I enjoy . . .

श्री प्यारेलाल खंडेलवाल : भोपाल के बारे में . . .

श्री माधवराव सिंधिया : वह भी ध्यान में रखा जाएगा। रिपेअरिंग यूनिट की जो बात वह ध्यान में रखी जाएगी।

Madam, I would like to thank the honourable Members because it is a luxury which I enjoy on very rare occasions in the Railway Ministry that everyone is congratulating the Government on their decision to locate the coach factory in Kapurthala and for that I would like to extend my warm thanks and gratitude to all the honourable Members. Thank you, Madam.

THE DEPUTY CHAIRMAN: I thought you were referring to the luxury of having five lady Members behind you!

Now, the Minister of Petroleum to make a statement.

III. Significant oil strike in Rajgarh structure of Upper Assam.

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA):

Madam, I am happy to make this statement about a significant oil discovery in the Rajgarh structure of Upper Assam.

Oil has been discovered in the first well drilled in this structure by Oil India Ltd. This well is at a distance of about 20 kms. east of Moran in the Dibrugarh District of Assam. Initial production testing has led to a flow of 315 barrels per day of good quality crude oil of 32° API gravity through 6.5 mm surface choke. The thickness of the oil column is 26 metres and the area of the structure is about 23 sq. kms. Drilling of this well started on 21st May, 1985 and the objective depth of 3987 metres was reached on 30th June, 1985.

It may be mentioned here that this is the second oil bearing structure discovered by Oil India Ltd. in the recent past in this area. The first one was Tinali structure where oil at the rate of about 350 barrels per day flowed through 5.0 mm. choke.

Initial exploration in this area was carried out in 1963-64 but without any success. Exploration was then temporarily suspended. A detailed survey using the modern Common Depth Point Method of shooting and deploying digitial field recording systems was carried out during 1983-84. The data acquired was processed and interpreted by OIL's own geoscientists at their Computor Centre at Duliajan. Two more wells are proposed to be drilled during this year on Rajgarh structure.

Even though the full potential of this structure would be assessed after the other two locations are drilled, indications are that a new oil field with significant potential has been discovered.

THE DEPUTY CHAIRMAN: Mr. Satyanarayan Reddy—Not here. Mr. Hukmdeo Narayan—Not here. Mr. Biswa Goswami.

SHRI BISWA GOSWAMI (Assam): Madam Deputy Chairman, I am glad that a new oil structure has been discovered in Assam. In fact, if proper drilling is done, more such oil structures can be found in Assam. Assam is actually floating over oil, and we are glad for this. When the new wells will be sunk in the new structure, necessarily natural gas will also be found. As at present, natural gas in